

**Private Flying****FROM the CLUBS and SCHOOLS****LONDON**

THREE new members joined the London Aeroplane Club last week during which period the number of hours flown amounted to 140 hr. 45 min. Mr. R. Gillett has completed his "A" licence tests and Mr. E. A. J. Hillman made a night flight from Croydon to Lympne.

**BOURNEMOUTH**

Over 160 Air Guard applicants were dealt with in four days. Flying for last week totalled 34 hr., and Mr. E. Kilner took his "A."

**READING**

Great interest and keenness is being shown in the Civil Air Guard scheme. Five new members have now joined the club. Last week Mr. A. Wyllie achieved his first solo flight.

**REDHILL**

Last week club machines flew 88 hr. 55 min. Messrs. R. A. Harris and J. D. Greenhalgh have now completed their "B" licence night flights. Club machines were in demand for cross-Channel flights to Le Touquet and Holland. Six new members have joined the club.

**MARSHALL'S**

The total flying time for last week amounted to 60 hr. Mr. Howard has joined the club, while another member, Mr. Obeyesekere, carried out his first solo flight. Mr. Nabih completed his "B" licence night flight test, while other members went on cross-country flights to Worcester, Oxford, Birmingham and Heston.

**YORKSHIRE**

Flying for the week totalled 64 hr., the total for the month to date being 276 hr. Enlistment for the Civil Air Guard is progressing rapidly, over 500 applications having already been received. A number of charter trips were made during the week, both for the Press and private hire. Aerial photography increases in popularity.

**BARTON (BEDS)**

Over 150 people have signed preliminary membership forms for the Air Guard. The Club is arranging to start its C.A.G. operations on September 1 and has ordered two more aircraft and engaged two new instructors. Last week's club activities included a charter flight to Newcastle and successful participation in the Malling dawn patrol.

**BENGAL**

With the club's instructor away for a week and with one machine in for an overhaul it was only to be expected that the flying time for the month of June would drop to 50 hr. During the latter part of the month Capt. B. S. Leete, Technical Officer to the Directorate of Civil Aviation in India, and Mr. O'Brien, Chief Aircraft Inspector, paid the club an official visit.

**The Topsy Comes Out**

THE first of the production two-seater Topsy monoplanes has now been flying for some weeks. Quite recently it passed through Martlesham and now has a C. of A. in the normal category. The machine has been stressed for aerobatic work, and as soon as production is in full swing (and a tail parachute fitted) it will be taken out for the aerobatic version.

The final model has been considerably strengthened and cleaned up in detail, and more observant people may notice an increase both in dihedral and wash-out, as well as changes in the control surfaces, since the Belgian machine was first demonstrated over here.

**General Aircraft's Contribution**

A SHORT time ago General Aircraft took over the manufacturing rights for the C.W.A. Cygnet. This machine, in a somewhat modified form, is to be put into production immediately in order to meet the demand for training types for the C.A.G. The first production machine should be out in a few months.

The modifications to the original Cygnet are such that, except for the method of construction, which is on all-metal stressed-skin lines, and, therefore, of particular interest to the foreign market, it will be virtually a new type. It is well known that General Aircraft (and Mr. Hollis Williams, the chief engineer, in particular) believe firmly in the future of the tricycle type of undercarriage. Such an undercarriage, suitably faired, will be fitted to the Cygnet, and the tail will be redesigned and fitted with twin rudders. The reason for this last arrangement is largely to ensure absolute directional stability both on the ground and in the air, and with the throttle either closed or open. In other words, it is intended to be possible for the Cygnet, suitably trimmed, to be taken off on the throttle alone.

Another type on the G.A. stocks—and, in many ways, still

**BORDER**

Flying times during the month ending July 29 totalled 103 hr., due largely to the tremendous number of people wanting joy rides. The club is going ahead with Air Guard arrangements and expects to be in a position to start the scheme by September 1.

**HERTS AND ESSEX**

The club is organising a goodwill tour of a number of French aerodromes between August 5 and 8. Two machines attended the West Malling Club's recent dawn patrol, the crew of four earning free breakfasts. Messrs. O. Donovan and Wright completed their "B" licence night flight tests last week. During the fortnight ending July 28 219 hr. were logged by the club.

**HANWORTH**

Some 800 Civil Air Guard applications have been received. Flying for the week ended July 30 totalled 107 hr. 50 min. Mr. Brian Goddard took his "A" licence. The club Leopard has been in constant demand recently, its flights including a charter trip to the Isle of Man. Members wishing to enter for the A.E.M. Challenge Trophy Competition are requested to forward their names to the secretary as soon as possible.

**CINQUE PORTS**

Flying hours for the week were 60. The club Leopard made two trips to Le Touquet during the week, and on Saturday, after the Folkestone Aero Trophy Race (reported elsewhere), Mr. David Llewellyn took Mr. Henry Horne and a party over to Le Touquet for a few hours in Mr. H. G. Thynes's Short Scion Junior, which had been competing in the race. Owing to pressure of work with the Civil Air Guard, for which there has been a terrific response from this part of Kent, and owing to the fact that the date of commencement of the scheme has been advanced to September 1, the club finds it is unable to organise the Cinque Ports Wakefield Cup Race, which was to have been held on September 3 this year.

**NORFOLK AND NORWICH**

From the number of enquiries received there can be no doubt whatever that the Air Guard scheme has created a great deal of interest in Norfolk. The club will, of course, make necessary arrangements for the formation of a section. Intending recruits can greatly assist by sending in their names immediately and thus enabling the club to get some accurate information on what the demand is likely to be. There was an increase in the amount of club flying during the week ended July 24 and on the Sunday morning three club aircraft took part in a formation flight during which they went from Norwich to King's Lynn and followed the coastline round to Yarmouth and so back to Norwich. During that week the Aerodrome was, for the first time, used for night landings. A temporary floodlight has been installed and with the aid of a flare path various types of civil machines have been taking off and landing during the hours of darkness.

more interesting—is a lightweight pusher for primary training. This machine will also have a tricycle undercarriage, and the entire layout has been conceived both for operational simplicity and manufacturing ease. It will be of the low-wing type and will be fitted with the new A.E. Pixie (erstwhile Weir) engine, a unit which is likely to be particularly suitable for pusher work, since a special fan cooling system was developed for it when used with the jump-start Autogiro.

No very definite idea can yet be given of the prices of these two machines, but the primary trainer will cost less than £500, and the Cygnet will be sold with complete blind-flying and night-flying equipment in normal form. It will be remembered that General Aircraft, with the S.T.25, were among the pioneers of the inclusive equipment idea.

**Swallow and Cirrus**

SINCE the demise of British Aircraft, a number of owners and clubs have been wondering where they could expect to find spares and maintenance facilities for their machines. Rollason Aircraft Services, at Hanworth, have taken over all the jigs and tools, and are carrying a stock of spares for Swallows.

Incidentally, Mr. P. de W. Avery, who was, until recently, on the Rollason sales staff, flew a V.E.F. J.12, on July 23, from Croydon to Riga, Latvia, non-stop, in one minute more than nine hours. The J.12, of course, has a Cirrus Minor engine, and for this flight (and, incidentally, for the I.O.M. races) the front cockpit was faired in, leaving a single little flexible glass "cupola" over the rear cockpit.

Quite recently another machine fitted with a Minor—a KZ-11, made by the Scandinavian Aero Industry—flew from Denmark to Tunis and back via Rome and Berlin. The machine carried one of the principals of the concern, Mr. Viggo Kramme, and was flown by Mr. Th. Petersen. The KZ-11 is a low-wing monoplane with an enclosed side-by-side two-seater cabin.